

The Hong Kong Daily Press.

No. 6933 號三十三百九十六號

日十月正年庚戌光

HONGKONG, THURSDAY, FEBRUARY 26TH, 1880.

四時

號六十二月二英 港香

PRICE \$2 PER MONTH.

SHIPPING.

ARRIVALS.

February 25, HWA-YUEN, Chinese steamer, 984, O. Wilson, from Canton General — C. S. N. Co.
February 25, CHINA German steamer, 645, Ackermann, from Canton General — SIEMSEN & CO.
February 25, BOWEN, British str., 1,500, Miller, Sydney, 24th January, Brisbane 234, Rockhampton 30th, Cooktown 2nd February, and Singapore 18th, Malls and General — GIBA, Livingston & Co.
February 25, TUNIS, British str., 886, J. W. Irvine, Saigon, 19th February, Rice-JARDINE, MATHERSON & CO.
February 25, CONSOLIDATION British steamer, 769, YOUNG, Bangkok 15th February, General — YUEN FAT HOY.

CHINABANCS
AT THE HONGKONG MASTERSHIP OFFICE,
TUESDAY 25TH.
Contract, British steamer, for Holloway.
Emperor German schooner, for Whampoa.
M. Ching, Chinese steamer, for Shanghai.
Namee, British steamer, for East Coast.

DEPARTURES.

February 25, CAIRNSFIRE, British str., for Yokohama.
February 25, TIENSIN, British steamer, for Swatow.
February 25, OLYMPIA, German steamer, for Saigon.
February 25, HAINAN, American steamer, for Hulow.

PASSENGERS.

ARRIVED.
Per JONES, str., from Sydney, to — Messrs. House, Sly, Glumor, and Chas. S. European steamer, and 170 Chinese.

DEPARTED.
Per Tientsin, str., for Shanghai — Mr. Harling.
Per Hainan, str., for Hulow — Mr. E. Heron.

TO DEPART.

Per Conquer, str., for Hulow — 50 Chinese.
Per Namee, str., for East Coast — 3 European and 200 Chinese.
The following passengers will depart to-day, at 11 a.m.: — P. O. STEPHENSON, Dr. Barclay, Mrs. Parsons and child, for Vanuatu; — Mr. and Mrs. Parsons' flowers and child, for Southampton; — Miss Weston, from Yokohama for Vanuatu; — Rev. W. Warre and 2 boys, for Southampton — Mr. Hawley, R.N.

REPORTS.

The British steamship *Tuscan* reports left Sydney on 19th February. Experienced strong N.E. winds and high irregular sea with rain.

The British steamship *Bosra* reports left Sydney on 24th January at 12.30 p.m., and at 9.30 a.m. on the 26th arrived in Moreton Bay; on the 26th at 1.10 p.m. arrived in Kappel Bay, and left at 9.45 a.m. on the 27th. On the 31st at 9.45 a.m. arrived in Moreton Bay at 10.00 a.m.; proceeded, arrived of Townsville at 7.40 p.m., and on 1st February at 1.45 p.m. proceeded; on the 2nd at noon anchored off Cooktown, and left again at 5.10 p.m. on the "tug" that at 9.10 p.m. anchored off Thursday Island; and at 9.10 p.m. proceeded towards Singapore. On the 5th at 9.45 a.m. arrived in Singapore, and on the 18th at 4.30 p.m. left for China. On the 19th at 3.20 p.m. — 4.00 N. and 106° E., passed the steamer *Glenelg*, bound South; on the 20th at 11.45 a.m. passed bark *Chinaman*, bound South, in lat. 8.6 N. and long. 103.7 E.; on the 25th at 1.30 p.m. anchored off Hongkong. Experienced strong Southerly breezes on Australian coast, with small waves. From Moreton Bay to Townsville moderate motion; thence to Port Head NE' moderate and equally weather with high seas.

SINGAPORE SHIPPING.

February ARRIVALS.

13. Sind ro. Dutch steamer, from Achmen.

13. L. Palmer, British steamer, from Bangkok.

13. L. Palmer, British steamer, from Bangkok.

13. Louis III, British str., from Malacca.

13. Lombard, British steamer, from Bombay.

14. Vigilant, British ship, from Penang.

14. Bon Y. Seng, British str., from Bangkok.

14. Lydia, German steamer, from Hamburg.

14. Fatai, Malayan steamer, from Mosa.

14. Tasmania, British bark, from Glasgow.

14. Bon Y. Seng, British steamer, from Penang.

14. Bon

FIFTH DRAWING.

CHINESE IMPERIAL GOVERNMENT LOAN, 1877.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulations contained in the Bonds of this Loan, the following numbers of Bonds to be paid off at par, on the 23rd February next, when the interest thereon will cease, were this day DRAWN at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, 31, Lombard Street, E.C., in the presence of Mr. GEORGE HENRY BURNETT, Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1446 BONDS NO. 1.

10 25 38 48 61 69 85

105 126 132 151 167 178 183

129 223 237 243 250 259 291

296 317 329 340 359 374 387

387 407 421 444 458 465 479

483 513 530 540 550 565 579

535 612 626 638 650 670 685

695 710 7.9 735 746 765 882

786 799 820 840 845 855 882

883 909 916 951 961 969 980

988 993 1015 1031 1048 1058 1071

1081 1105 1121 1137 1153 1173

1181 1193 1201 1231 1242 1249 1259

1283 1300 1320 1331 1348 1357 1363

1344 1384 1601 1630 1628 1651 1655

1532 1584 1703 1715 1729 1739 1755

1777 1782 1800 1810 1821 1847 1861

1871 1889 1895 1905 1931 1935 1935

1956 1962 1971 2107 2143 2166 2181

2184 2204 2239 2247 2263 2281 2293

2294 2304 2304 2313 2323 2341

2329 2373 2383 2400 2415 2426 2430

2454 2478 2480 2491 2502 2511 2514

2551 2576 2581 2601 2610 2629 2635

2659 2664 2684 2701 2719 2725 2732

2753 2768 2776 2797 2803 2811 2818

2820 2874 2883 2893 2901 2908 2916

2942 2954 2959 2963 2969 2975 2981

2994 3000 3006 3017 3024 3034 3041

3141 3177 3180 3191 3214 3221 3232

3232 3238 3249 3259 3263 3271 3279

3344 3355 3361 3384 3399 3408 3417

3432 3522 3541 3575 3569 3574 3593

3549 3550 3635 3573 3595 3603 3613

3631 3632 3655 3673 3693 3701 3718

3731 3737 3737 3751 3751 3751 3751

3834 3847 3858 3863 3868 3878 3883

3883 3893 3898 3898 3908 3918 3928

3904 4011 4018 4066 4069 4100 4115

4155 4155 4171 4171 4182 4209 4213

4182 4232 4254 4269 4278 4287 4291

4330 4344 4345 4346 4347 4348 4350

4414 4437 4448 4453 4471 4485 4504

4511 4526 4547 4552 4553 4555 4557

4518 4632 4636 4639 4640 4640 4641

4716 4719 4738 4752 4763 4780 4782

4838 4851 4852 4853 4854 4855 4854

4903 4923 4924 4924 4925 4926 4926

5009 5023 5023 5023 5023 5023 5023

5107 5116 5123 5123 5123 5123 5123

5209 5219 5220 5240 5240 5240 5240

5303 5313 5334 5334 5334 5334 5334

5401 5406 5424 5424 5424 5424 5424

5497 5514 5529 5543 5563 5573 5584

5598 5609 5625 5638 5653 5668 5676

5659 5669 5724 5727 5731 5731 5759

5798 5802 5802 5802 5802 5802 5802

5897 5910 5923 5923 5923 5923 5923

5939 6015 6025 6035 6045 6068 6076

6083 6093 6107 6122 6133 6147 6170

6183 6193 6207 6221 6223 6225 6235

6244 6297 6306 6310 6319 6325 6327

6379 6384 6395 6405 6415 6425 6430

6479 6482 6490 6512 6519 6520 6520

6578 6581 6581 6581 6581 6581 6581

6601 6603 6613 6613 6613 6613 6613

6675 6689 6694 6694 6694 6694 6694

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7031 7073 7081 7111 7113 7121 7141

7159 7173 7183 7205 7223 7223 7247

7253 7258 7258 7279 7297 7309 7324

731 7363 7392 7400 7410 7421 7421

7460 7474 7475 7493 7493 7512 7528

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8145 8161 8181 8193 8207 8220 8220

8245 8263 8263 8276 8276 8291 8294

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8921 8937 8937 8937 8937 8937 8937

9029 9041 9047 9047 9047 9047 9047

9118 9129 9143 9148 9148 9148 9148

9177 9229 9244 9267 9267 9267 9267

9285 9295 9295 9295 9295 9295 9295

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10009 10012 10036 10051 10065 10075

10081 10107 10110 10129 10137 10161

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known before. Whole plantations of bananas were several miles long. The banana crop was nearly all blown down. The native houses were nearly all blown down, also Messrs. Jas. McEwan and Co.'s stores. The Shannon brig and Aerial schooner were both blown ashore. Captain Curran of the latter jumped overboard into the surf, and swam ashore with a lady passenger and her son. The Aerial is bilged and a couplet wrecked. The Shannon was got off and badly damaged. At 11 o'clock off the coast were very violent. Great damage was done to the crops as well as buildings. Not a banana is said to be left on the river. Many sugar plantations were destroyed. The native and labour houses were blown down in every direction, and at Rawa the Hon. G. Henning and Dr. Orpen's houses have gone, also Messrs. Wolf's, D. Waterhouse's, &c. The latter being founded by the Gun with four of the crew. At Nadi a tidal wave came two miles into the bush, sweeping away and destroying everything before it. The cutter Alice was washed up into the bush. The bodies of a white man and some Fijian natives were washed on shore. The cutter, founded at Nunda Point, and the owner, Mr. McPherson, and one Fijian went down with her.

EUROPEAN TELEGRAMS

LONDON, January 26th.

South Australia has been admitted to the postal contract, lately made by the Victorian Government with the P. O. Company. The petition to reduce the cost to £1.00 per British post letter from Australia, is favourably received.

The Indian revenue exceeds the estimate by £1,000,000.

The Hon. Finch Childers, M.P., Acting Agent-General for Victoria, has spoken to His Royal Highness the Prince of Wales, as President of the British Commission for the Victoria Exhibition, relative to his taking charge of the British Court as he did in the case of the Paris Exhibition. The result has been very favorable. It is believed that the Prince will visit Melbourne.

BOME, January 26th.

Pope Leo XIII. has had his attention drawn to Mr. Purnell's visit to America and the favour and assistance given him there by Cardinal MacKenna. His Holiness condemns the Cardinal's action in upholding Mr. Purnell as unwise and likely to irritate England against the Roman Catholics.

January 26th.

His Holiness Pope Leo XIII. is seriously ill.

LONDON, January 26th.

The London Gazette of this evening contains an official proclamation notifying the appointment of Doctor Krauer as German Consul-General for Australia.

The telegram which recently appeared in the Standard concerning the defeat of the Russians by the Tatars, and the capture of Chikli-kar, is confirmed.

The Government have refused to allow a special postal rate to the Orient Company.

It is stated, on what is regarded as good authority, that Germany intends to acquire possession of Islands in the South Seas, in order to augment her influence in those regions.

The following telegram from The Times:

The Minister of State has informed the House of Commons that the Federal Council are discussing a project to found convict colonies in the Pacific, but that the matter is still undecided. The telegram adds that Prince Bismarck's support of the Polynesian Company is intended to further this scheme.

LONDON, January 26th.

Shares in the Polynesian Company have been largely subscribed in Germany, with the exception of Hamburg.

A large and important meeting of the "Home Rules" was held yesterday, of which a resolution was moved by The O'Donoghue, expressing cordial sympathy with the prosperity of Ireland in their present distress. It was also resolved to maintain a strictly independent attitude between the Liberal and Conservative parties in Parliament.

A notification has been published that the Orient Company will commence their fortnightly service to Australia with the Chimborazo, which will leave Plymouth on the 7th February. It is also announced that henceforth the steamers of the company will carry no mails to Australia.

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LONDON, January 26th.

The "Globe" of to-day publishes a paragraph to the effect that information has been received that the city of Odessa is underlined on an extensive scale, and it is believed that the place is in danger of destruction.

LONDON, January 26th.

Advice from Paris states that the projectors have commenced work at the proposed canal across the Lethens.

The Orient Company announces that henceforth its steamers will not carry mails for Australia. It is understood that the Post Office authorities will tender mail, and should the captain of the postal authorities will then prosecute. Such a course, if pursued, will, it is expected, lead to an expression of public opinion in favour of an adequate payment to the company.

Colonel Brassey, speaking before the Bradford Chamber of Commerce on England's Colonial Empire commented on the value and great increase of the trade of the colonies. The colonies offered a splendid field for the labourer and small capitalist, and regarded the defence of the colonies, that the only difficulty was to ascertain the responsibility between the Colonies and England.

He condemned the remissness of England in not providing for the defence of the colonies. Sealing stations were urgently wanted, and also dock accommodation. He enlarged the recent action of Australia in regard to defence; but said that Victoria was not prepared for active offensive war. He added that there were 4,000 men in the Australian army, and that capable of being called out as a naval reserve if England would furnish willing officers and instructors. He advocated a Federal Council for England and the colonies.

COMMERCIAL INTELLIGENCE.

Wednesday, 25th February.

For steamship Vizas—London—111 bales silk, 1.4 bales waste silk, 248 pieces tan, and 2,352 pieces saundries. For Contract—33 bales waste silk, 37 bales tan, and 25 pieces saundries.

EXCHANGE.

On London—Bank demand—£100.
Bank Bills, on demand—£100.
Bank Bills, at 30 days' sight—£100.
Bank Bills, at 4 months' sight—£100.
Credits, at 4 months' sight—£100.
Documentary Bills, at 4 months' sight—
£100.
On Scotland—Bank demand—£100.
Bank Bills, at 30 days' sight—£100.
Bank Bills, at 4 months' sight—£100.
On Guernsey—Bank demand—£100.
Bank Bills, at 30 days' sight—£100.
Bank Bills, at 4 months' sight—£100.
Private, 30 days' sight—£100.

SHAKES.

Hongkong and Shanghai Bank Shares—55 per cent. premium, ex dividend.

Union Insurance Society of Canton—\$1,450 per share.

China Merchants' Insurance Company's Shares—\$1,450 per share.

North China Insurance—The 1,150 per share.

Yangtze Insurance Association—The 750 per share.

Chinese Insurance Company—\$300 per share.

Hongkong Fire Insurance Company's Shares—\$75 per share.

China Fire Insurance Company's Shares—\$205 per share.

On Tel. Imperial Company Limited—The 123.

Hongkong and Whampoa Dock Company's Shares—3 per cent. premium, ex dividend.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$32 per share premium.

Shanghai Steam Navigation Company—The 10 per share.

China Coast Steam Navigation Company—The 10 per share.

Hongkong Gas Company's Shares—\$75 per share.

Hongkong Hotel Company's Shares—\$35 per share.

China Sugar Refining Company, Limited—\$108 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

SALES OF FEBRUARY 25TH, AS REPORTED BY CHINESE.

Fungus—10 bags, at \$10.00, by Kwong Yue
Co. to travelling trader.

Dried Lily Flowers—10 bags, at \$10.00, by

Kwong Fong Co. to travelling trader.

Yermieilli—30 bags, at \$7.80, by Kwong

Fong Co. to travelling trader.

HONGKONG TEMPERATURE.

FROM MESSRS. FALCONER & CO'S BUSINESS		TO HONGKONG	
Barometer—9 A.M.	20.040	Barometer—9 A.M.	20.040
Barometer—1 P.M.	20.120	Barometer—1 P.M.	20.120
Barometer—4 P.M.	20.120	Barometer—4 P.M.	20.120
Thermometer—9 A.M.	65	Thermometer—9 A.M.	65
Thermometer—1 P.M.	69	Thermometer—1 P.M.	69
Thermometer—4 P.M.	64	Thermometer—4 P.M.	64

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S WEATHER.		HONGKONG		AMON		SHANGHAI		NANKIN	
Barometer	29.980	29.980	29.980	29.980	29.980	29.980	29.980	29.980	29.980
Direction of Wind	N	N	N	N	N	N	N	N	N
Wind Force	3	3	3	3	3	3	3	3	3
Dry Thermometer	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Wet Thermometer	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Weather	Cloudy	Cloudy	Cloudy	Cloudy	Cloudy	Cloudy	Cloudy	Cloudy	Cloudy
Horizon Line	—	—	—	—	—	—	—	—	—
Quantity fallen	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15

HONGKONG, AMON, SHANGHAI, NANKIN
THERMOMETER.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APELTY TO	TO BE DESPATCHED
LONDON	Gloomy (scr.)	Quarby	9 A.M.	On or about 1st prox.	
LONDON via SUEZ CANAL	Prima (scr.)	S. H. Butler	9 A.M.	On or about 3rd prox.	
LONDON	Chloris (scr.)	Johnstone	9 A.M.	Quick despatch.	
LONDON	Bunis (scr.)	Smith	9 A.M.	Quick despatch.	
NEW YORK	Hawke (scr.)	Hawke	9 A.M.	Quick despatch.	
NEW YORK	Mabel (scr.)	Unite	9 A.M.	Quick despatch.	
BANFRANCISCO, via CHINA	Balgic (scr.)	O. & S. Co.	9 A.M.	On 1st prox., at 1 P.M.	
HONGKONG	Heads (scr.)	Russell & Co.	9 A.M.	Quick despatch.	
HONGKONG	Day (scr.)	Staples	9 A.M.	On 1st prox., at 1 P.M.	
HONGKONG	Adriatic (scr.)	J. Mooney	9 A.M.	Quick despatch.	
HONGKONG	Brindisi (scr.)	Redall	9 A.M.	On 1st prox., at 1 P.M.	
HONGKONG	Danube (scr.)	A. Cianchi	9 A.M.	On 1st prox., at 1 P.M.	
HONGKONG	Nigata (scr.)	Walker	9 A.M.	On 6th prox., Daylight.	
HONGKONG	Lyla (scr.)	McCaslin	9 A.M.	To-day, at 1 P.M.	
HONGKONG	Paulson (scr.)	Askerman	9 A.M.	To-day, at 1 P.M.	
HONGKONG	Siemssen (scr.)	Siemssen & Co.	9 A.M.	To-day, at 1 P.M.	
HONGKONG	Butterfield & Swire	Butterfield & Swire	9 A.M.	On or about 3rd prox.	
HONGKONG	Vogel (scr.)	Vogel & Co.	9 A.M.	Quick despatch.	

INSURANCES.

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premium for LIFE INSURANCE in China.

MEYER & CO, Agents, Hongkong, 3rd June, 1879.

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 1st September, 1879.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & CO.

Hongkong, 1st September, 1879.

INSURANCES.

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant POLICIES against FIRE to the extent of 100,000 on First-class Risks.

EXTRACTS.

THE DREAMER.

When round the winter heart gay faces crowd,
With rapid step and laughter light and loud,
While the red flames of high and crackling fire,
Light up the mirth within their eager eyes,
Silent she sits—wide space apart.
Brooding over thoughts deep treasured in her heart,
Eccles each whisper'd lone, each duteous care,
And dreams his fife is by her side to bless!
Then, on the peals of laughter louder ring,
And those young tones in broken snatches sing,
She shrinks and shuns every shruggle to weep,
Yea that she fails, and while the slow tears creep
From eyes to which the outward world grows dim,
Hides her pale face and sets apart for him,
Hush'd by the passionate eloquence of love,
A moment that young voices whisper low:
Then the shy question, tho' prancing hint,
The bursting of triumphant mirth,
Those tears, whose scarcely light word springs,
And hearts, whose love sleep gains with folded wings
These torture her, and with a liquid smile
She merrily turns their playful words awhile;
Then, as if all the thoughts within her break,
She glides away to her quiet rest.

CELEBRITIES AT HOME.

Mr. JOHN PENDER, M.P., AT FOOT'S CRAY PLACE.

There are, in all, four Crays in Kent, over and above the little river from which comes their common name. There are St. Mary's Cray, St. Paul's Cray, Foot's Cray, and North Cray—four villages that date back to the turbulent time immediately following upon the Conquest, and now smile through the summer days amid the rolling of fruit-gardens and the greenness of hop-fields. Edward the Confessor made over Foot's Cray to St. Godwin; for when came Foot's Cray, and then the accepted orthography of the day. Within the past two years a sudden brightness has broken up the calm of Foot's Cray. An enterprising builder, casting his eyes on the district, found that it was very good. He bought a large site, and began running up houses with a hectic hue suggestive of the calamity that the hitherto cautious Cray had overflowed its banks, submerged St. Mary's Cray, St. Paul's Cray, and North Cray, and that the combined populations of these parishes were homeless; till Foot's Cray could take them in. This activity had done much to disturb the old-world air of a village in whose church lie, as they have lain for centuries, the bones of Sir Simon Vaughan, lord of the manor when Edward III. was king.

But the evil wireless measure, counteracted by a deluge of feeling shown in an unexpected quarter, Sideup, on a loopline of the South-Eastern Railway, is the station for the Crays. The run by rail from Charing Cross is a dozen miles, and it might be accomplished in twenty minutes, or by a fast train, in half an hour. Such break-neck speed would, however, fit accord with the traditions of the place; and so the South-Eastern gently spirits visitors down to Sidcup at twice the hour, or a little faster than the trifle under the hour, and a little faster than the Chancellor of the Exchequer of Lord Liverpool's time was wont to post when he ran down to spend a quiet Sunday in his Kent home.

Foot's Cray Place is happily removed from the exciting influence of the railway station, and the disturbing element of modern villa architecture. It is more than two miles from Sidcup, and so much out of the haunts of man, that one living in it might reasonably suppose that his household formed the population of Kent. It is architecturally a noteworthy home, probably the only one of its kind in Great Britain. It was built in 1752, on the site of an older residence, by one Bourchier Cleve. Cleve, in spite of his aristocratic name, was a pewterer in Chipping-side. He was evidently also a man of original taste, and had probably travelled. At any rate, he discarded national prejudice, and built his soul-lovelling dwelling-house from the design of a villa near Venice, by Palladio. The house is striking from the outside, presenting the appearance of a lofty dome, built in, and almost hidden by, four square sides. The meaning of this is seen on entering, the visitor stepping from the portico into a magnificent hall, octagonal at the base and sides, and crowned, at the full height of one of the squares in which the house is set. After Bourchier Cleve, pewteror of Cheapside, was in lead; the place was bought by Nicholas Vanistart, Lord-Bexley, who was Chancellor of the Exchequer in Lord Liverpool's Ministry, 1812-13. Lord Bexley died here in 1831.

The present resident at Foot's Cray Place is a man whose name is known over land and sea through an agency that would have made Bourchier Cleve, pewteror of Cheapside, stare, and would have caused Sir Simon Vaughan, Lord of the Manor, temp. Henry III., piously to cross himself. Mr. Pender is, at the present time, the ablest administrator and most enlightened exponent of submarine telegraphy that either hemisphere has produced. But of course he did not begin with telegraphy—submarine or otherwise. Nearly half a century ago he was apprenticed to a calico-printer, in his native valley of the Leven, in Dumfriesshire. He had had a good schooling, both in the village academy and at the High School, Glasgow. This, in addition to an unblushing name, was all his parents were able to give him to promise him. Young Pender not only recognised that he had to make his own way in the world, but also took account of the fact that, in order to do so, he must see further and work harder than other people. He began to succeed at once; and before he was quite out of his apprenticeship, and not yet of age, he was manager of the concern in the Vale of Leven. He soon found the place too small for him, and migrated to Glasgow, where he entered the service of a larger firm engaged in the same business. In a few years he rose to be a partner in the firm; and, always using one advantage as a stopping-stone to something higher, he, towards the end of the year 1843, went to Manchester, and started in business—practically on his own account, though still maintaining his partnership connection with the two gentlemen whose firm he had joined in Glasgow. On the 1st January 1844, he opened the office-doors of a firm, which, under the title "John Pender & Co.", was destined to become one of the greatest in Manchester, with tentacles reaching out and grasping the four corners of the earth. The unvarying success which had followed Mr. Pender's career, in the Vale of Leven, and on the banks of the Clyde, increased in proportion to the magnitude of his opportunities. In the memoirs of Prince Metternich, the first two volumes of which have just appeared in Paris, there is a most favourable remark of the Great Napoleon, which supplies the moral of Mr. Pender's career. "I have often heard Napoleon say," writes Metternich, "I am called lucky, because I am skilful; it is the weak who accuse the strong of good luck." Reviewing the unbroken success of Mr. Pender's career, there will doubtless be many prepared to accuse him of good luck. He had the good luck to be keen-sighted and far-sighted, indomitable in his industry, and honourable in all his dealings. He made the best stuff, and then looked about him to find the best markets, which will convey very little meaning to the average reader of the world; but in the Manchester market, and in the Indian market,

possible medium for the same human and temporal. There is another reason why we should be all outwards, sooner or later, than the stamp which established its quality without further questioning. It is a well-authenticated fact that when the British army took Pekin in 1860 they found amongst the treasure an unopened bale of "Shirring," which somehow or other had got into India. There is now no more "Shirring," nor any house of John Pender & Company. The progress of the firm speedily made its founder a wealthy man, and profitable work, as the other which may be enacted without the risk of remorse or retribution. Possibly there may be joined to all these causes the less flattering one that we are able to put into a smiling countenance while inwardly owing to be avenged upon the enemy. We may be more inclined to follow the Maxwellian principle of the old Indian sage, who, in a country where dwelling never was unoccupied, as it was in Europe, advises a man to "inspire his enemy with confidence for some real reason, and then admit him at the proper time when his foot has slipped away to his neighbour."

It is not at first sight gratifying to our pride or self-esteem to reckon ourselves in the ranks of the comparatively thick-skinned.

If we look at the analogy which natural history provides, whether in the higher or lower world of animal life, it will be found that the creatures which most easily endure hard blows are in almost all cases of a baser sort than those which are quickly irritated. The ape tribe, which with all its failings comes nearest to humanity, can be galled by a touch or even an ugly grimace—a result which can be produced upon no other animal except, perhaps, some kinds of dogs. If the ass, or at least the ass are so known in Europe, is a less honourable beast than the horse, it is because in the degenerate condition which he assumes in high latitudes he is more obstinate, more incorrigible—in short, more thick-skinned—than his nobler kinsman. Nor is it of any avail to cite the elephant as an example on the other side, for the tough hide of this most intelligent creature is to be regarded as defensive armour rather than skin, and his is vulnerable by a very small blow causally inflicted by a person in charge of him. The same rule is, moreover, noticeable in the different races of mankind. A negro, proverbially the least intellectual of men, is also the most thick-skinned; and some have even affirmed that it is difficult, if not impossible, to make him work diligently without the threat.

We know what are the views of our own Legislature as to the flagging of criminals, and how a punishment which would be deemed brutalising and horrible in the case of high organisations, is freely permitted in the case of those whose feelings are not grossly callous.

The principle that money is a sufficient compensation for insult and personal injury, although it was extensively recognised by the early codes of Gothic, Lombard, Franks, and Telegograph Company; of the Globe Trust and Telegraph Company; of the Eastern Telegraph Company; of the London, River Plate, and Royal Telegraph Company; and of the Chancery of the Exchequer of Lord Liverpool's time was wont to post when he ran down to spend a quiet Sunday in his Kent home.

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the thing back into vogue. It is possible, no doubt, that several other causes may have contributed to make as great a success as this. The addition of naval power was, however, the chief cause of the success of the new system, and the dash and brilliancy of its style, I published, under its original name of "Hold in Bondage." The name was unfortunate. People thought it was a novel about slavery; of which they had a surfeit; just then. Consequently the book failed to attract attention, and only 800 copies were sold, and that was more owing to our immature distributing facilities than to any public interest in the novel itself.

"Stratford" was published in England, I republished it here, still having faith in "Ouida" as a strong writer, although I did not know that time whether the author was a man or woman. "Stratford" was a pony pony, or give-and-take, still rider, particularly by writing to the paper. "Ouida" was a good antidote for ill-humour, which abounds with the news force because we are unaware for the most part that there are any relief at all. The innumerable anecdotes about him to find the best markets, which will convey very little meaning to the average reader of the world; but in the Manchester market, and in the Indian market,

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 25TH FEBRUARY, 1880.

COTTON GOODS.

American Drift, 30 per cent. per piece	\$2.65 to 2.70
Cotton Yarn, No. 12 to 24, per 400 lbs.	\$11.25 to 11.50
Cotton Yarn, No. 23 to 32, per 400 lbs.	\$11.75 to 12.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	\$12.00 to 12.50
Cotton Yarn, No. 48 to 52, per 400 lbs.	\$12.50 to 13.00
Cotton Yarn, No. 58 to 62, per 400 lbs.	\$13.00 to 13.50
Cotton Yarn, No. 68 to 72, per 400 lbs.	\$13.50 to 14.00
Cotton Yarn, No. 78 to 82, per 400 lbs.	\$14.00 to 14.50
Cotton Yarn, No. 88 to 92, per 400 lbs.	\$14.50 to 15.00
Cotton Yarn, No. 98 to 102, per 400 lbs.	\$15.00 to 15.50
Cotton Yarn, No. 108 to 112, per 400 lbs.	\$15.50 to 16.00
Cotton Yarn, No. 118 to 122, per 400 lbs.	\$16.00 to 16.50
Cotton Yarn, No. 128 to 132, per 400 lbs.	\$16.50 to 17.00
Cotton Yarn, No. 138 to 142, per 400 lbs.	\$17.00 to 17.50
Cotton Yarn, No. 148 to 152, per 400 lbs.	\$17.50 to 18.00
Cotton Yarn, No. 158 to 162, per 400 lbs.	\$18.00 to 18.50
Cotton Yarn, No. 168 to 172, per 400 lbs.	\$18.50 to 19.00
Cotton Yarn, No. 178 to 182, per 400 lbs.	\$19.00 to 19.50
Cotton Yarn, No. 188 to 192, per 400 lbs.	\$19.50 to 20.00
Cotton Yarn, No. 198 to 202, per 400 lbs.	\$20.00 to 20.50
Cotton Yarn, No. 208 to 212, per 400 lbs.	\$20.50 to 21.00
Cotton Yarn, No. 218 to 222, per 400 lbs.	\$21.00 to 21.50
Cotton Yarn, No. 228 to 232, per 400 lbs.	\$21.50 to 22.00
Cotton Yarn, No. 238 to 242, per 400 lbs.	\$22.00 to 22.50
Cotton Yarn, No. 248 to 252, per 400 lbs.	\$22.50 to 23.00
Cotton Yarn, No. 258 to 262, per 400 lbs.	\$23.00 to 23.50
Cotton Yarn, No. 268 to 272, per 400 lbs.	\$23.50 to 24.00
Cotton Yarn, No. 278 to 282, per 400 lbs.	\$24.00 to 24.50
Cotton Yarn, No. 288 to 292, per 400 lbs.	\$24.50 to 25.00
Cotton Yarn, No. 298 to 302, per 400 lbs.	\$25.00 to 25.50
Cotton Yarn, No. 308 to 312, per 400 lbs.	\$25.50 to 26.00
Cotton Yarn, No. 318 to 322, per 400 lbs.	\$26.00 to 26.50
Cotton Yarn, No. 328 to 332, per 400 lbs.	\$26.50 to 27.00
Cotton Yarn, No. 338 to 342, per 400 lbs.	\$27.00 to 27.50
Cotton Yarn, No. 348 to 352, per 400 lbs.	\$27.50 to 28.00
Cotton Yarn, No. 358 to 362, per 400 lbs.	\$28.00 to 28.50
Cotton Yarn, No. 368 to 372, per 400 lbs.	\$28.50 to 29.00
Cotton Yarn, No. 378 to 382, per 400 lbs.	\$29.00 to 29.50
Cotton Yarn, No. 388 to 392, per 400 lbs.	\$29.50 to 30.00
Cotton Yarn, No. 398 to 402, per 400 lbs.	\$30.00 to 30.50
Cotton Yarn, No. 408 to 412, per 400 lbs.	\$30.50 to 31.00
Cotton Yarn, No. 418 to 422, per 400 lbs.	\$31.00 to 31.50
Cotton Yarn, No. 428 to 432, per 400 lbs.	\$31.50 to 32.00
Cotton Yarn, No. 438 to 442, per 400 lbs.	\$32.00 to 32.50
Cotton Yarn, No. 448 to 452, per 400 lbs.	\$32.50 to 33.00
Cotton Yarn, No. 458 to 462, per 400 lbs.	\$33.00 to 33.50
Cotton Yarn, No. 468 to 472, per 400 lbs.	\$33.50 to 34.00
Cotton Yarn, No. 478 to 482, per 400 lbs.	\$34.00 to 34.50
Cotton Yarn, No. 488 to 492, per 400 lbs.	\$34.50 to 35.00
Cotton Yarn, No. 498 to 502, per 400 lbs.	\$35.00 to 35.50
Cotton Yarn, No. 508 to 512, per 400 lbs.	\$35.50 to 36.00
Cotton Yarn, No. 518 to 522, per 400 lbs.	\$36.00 to 36.50
Cotton Yarn, No. 528 to 532, per 400 lbs.	\$36.50 to 37.00
Cotton Yarn, No. 538 to 542, per 400 lbs.	\$37.00 to 37.50
Cotton Yarn, No. 548 to 552, per 400 lbs.	\$37.50 to 38.00
Cotton Yarn, No. 558 to 562, per 400 lbs.	\$38.00 to 38.50
Cotton Yarn, No. 568 to 572, per 400 lbs.	\$38.50 to 39.00
Cotton Yarn, No. 578 to 582, per 400 lbs.	\$39.00 to 39.50
Cotton Yarn, No. 588 to 592, per 400 lbs.	\$39.50 to 40.00
Cotton Yarn, No. 598 to 602, per 400 lbs.	\$40.00 to 40.50
Cotton Yarn, No. 608 to 612, per 400 lbs.	\$40.50 to 41.00
Cotton Yarn, No. 618 to 622, per 400 lbs.	\$41.00 to 41.50
Cotton Yarn, No. 628 to 632, per 400 lbs.	\$41.50 to 42.00